

Message Text

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ORIGIN PM-04

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TO AMEMBASSY ASUNCION
AMEMBASSY BRASILIA
AMEMBASSY BUENOS AIRES
AMEMBASSY LA PAZ
AMEMBASSY LIMA
AMEMBASSY MONTEVIDEO
AMEMBASSY SANTIAGO
INFO MAC SCOTT AFB IL/DOT
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E.O. 11652: N/A

TAGS: EAIR, MARR, UY, BL, BR, PA, AR, CI, PE

SUBJECT: AVIATION SAFETY - MAC AIRPORT QUALIFICATION
AUDIOVISUAL PROGRAM

1. DOD ADVISES THAT USAF HAS A REQUIREMENT TO OBTAIN
APPROVAL FROM THE GOVERNMENTS OF BOLIVIA, URUGUAY, PARAGUAY,
BRAZIL, ARGENTINA, CHILE AND PERU FOR AIRFIELD SURVEYS AND
PHOTOGRAPHIC OPERATIONS TO BE CONDUCTED IN SUPPORT OF THE
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AIRPORT QUALIFICATION AUDIOVISUAL PROGRAM (AQAP). THE
AIRFIELD SURVEYS WILL CONSIST OF EVALUATION OF NAVIGATION
AIDS, WEATHER INFORMATION, FLIGHT PROCEDURES, STANDARD
INSTRUMENT DEPARTURES, INSTRUMENT APPROACHES AND OTHER
AREAS RELATED TO THE SAFETY OF FLIGHT AT SELECTED AIR
BASES. AS A PART OF THE SURVEYS, THE TWO MEMBER SURVEY

TEAM WILL TAKE 35MM PHOTOGRAPHS ALONG THE FLIGHT PATH OF THE PUBLISHED INSTRUMENT APPROACHES TO THE RUNWAYS. THREE PHOTOGRAPHS WILL BE REQUIRED FOR EACH APPROACH; ONE AT FIVE MILES FROM THE RUNWAY, ONE AT TWO AND ONE-HALF MILES AND ONE OVER THE RUNWAY THRESHOLD. IN ADDITION, THE TEAM HOPES TO IDENTIFY ANY POTENTIAL HAZARDS TO SAFETY OF FLIGHT SUCH AS PECULIAR WEATHER PHENOMENA, LANDING ILLUSIONS, SPATIAL DISORIENTATION AND BIRD STRIKE POTENTIALS.

2. THE PURPOSE OF THE SURVEY IS TO COMPILE A 35MM SLIDE AND MAGNETIC TAPE BRIEFING FOR EACH OF THE AIRFIELDS INTO WHICH THE MILITARY AIRLIFT COMMAND (MAC) OPERATES ITS C-130, C-141 AND C-5 AIRCRAFT. THE REQUIREMENT FOR THIS BRIEFING FORMAT IS TO FAMILIARIZE MAC PILOTS AND NAVIGATORS WITH TERRAIN AND TRAFFIC HAZARDS ASSOCIATED WITH THE VARIOUS WORLDWIDE AIRDROMES INTO WHICH THEY ARE REQUIRED TO OPERATE. FOLLOWING A C-141 AIRCRAFT ACCIDENT AT LA PAZ, BOLIVIA, MAC BEGAN INVESTIGATING METHODS OF FAMILIARIZING AIRCREWS WITH THE HAZARDS AND OPERATIONAL CONSTRAINTS OF CERTAIN SELECTED AIRPORTS. THE BEST METHOD DEVELOPED WAS THE USE OF QUOTE CANNED UNQUOTE SLIDE AND TAPE PRESENTATIONS. SINCE THE AIRCRAFT CRASH AT LA PAZ, OTHER AIRCRAFT ACCIDENTS HAVE UNDERSCORED THE URGENCY OF THIS PROJECT. ONE OF THE RECOMMENDATIONS OF THE ACCIDENT INVESTIGATION BOARD OF THE MOST RECENT CRASH AT SONDRER-TROM, GREENLAND, WAS THAT THE PROGRAM BE ACCELERATED AND BE IN USE THROUGHOUT THE COMMAND AT THE EARLIEST POSSIBLE DATE. IF THIS MASSIVE PROJECT CAN CONTRIBUTE TO THE PREVENTION OF AN AIRCRAFT ACCIDENT IN THE FUTURE, IT WILL BE WELL WORTH THE EFFORT AND EXPENSE REQUIRED TO COMPLETE IT.

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3. MAC PROPOSES TO DISPATCH A TWO MAN SURVEY TEAM COMPRISED OF AUDIOVISUAL SERVICE PERSONNEL BY MILITARY AIRLIFT TO THE LOCATIONS LISTED BELOW. AT EACH OF THE LOCATIONS, THE TEAM WILL CONDUCT A COMPREHENSIVE SURVEY OF THE AIRPORT. THE PHOTOGRAPHIC OPERATIONS WILL BE CONDUCTED ON THE AIRCRAFT THE TEAM ARRIVES ON. THE TEAM WILL TRAVEL ON MAC MISSIONS ABA/AQC 497, 498 AND 0463, AND WILL CONSIST OF THE FOLLOWING PERSONNEL:

CAPTAIN PHILIP O. SIMON - AUDIOVISUAL PRODUCER
TSGT ROBERT C. LEACH - AUDIOVISUAL PHOTOGRAPHER
MAJ HARRY H. CULLER (ALTERNATE)
ALL ARE US CITIZENS AND WILL HAVE PASSPORTS AND VISAS AS REQUIRED BY THE USAF FOREIGN CLEARANCE GUIDE.

COUNTRY LOCATION FROM TO

BOLIVIA J.F. KENNEDY 2 FEB 2 FEB

INTL APRT

URUGUAY CARRASCO 2 FEB 3 FEB
INTL APRT 7 FEB 8 FEB

PARAGUAY PRESIDENT STROESSNER 3 FEB 3 FEB
INTL APRT

ASUNCION 16 FEB 18 FEB

BRAZIL GALEAO 7 FEB 7 FEB
INTL APRT

ARGENTINA EZEIZA 8 FEB 8 FEB
INTL APRT

CHILE PUDAHUEL 8 FEB 9 FEB

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PERU JORGE CHAVEZ 9 FEB 9 FEB
INTL APRT

4. THE DATA OBTAINED FROM THE SURVEYS IS RELEASABLE IN
TOTAL TO THE HOST GOVERNMENTS. AIRPORT MANAGERS, WEATHER
FORECASTERS, SAFETY PERSONNEL AND OTHER HOST GOVERNMENT
PERSONNEL ARE INVITED TO PARTICIPATE IN THE PROGRAM.

5. REQUEST EACH EMBASSY SEEK APPROVAL OF RESPECTIVE HOST
GOVERNMENTS FOR THE DATES INDICATED IN PARAGRAPH THREE,
AND APPROVAL FOR A SEVEN DAY VARIATION TO ACCOMMODATE
SCHEDULE CHANGES DUE TO TRANSPORTATION DELAYS AND/OR
ADVERSE WEATHER CONDITIONS.

6. DOD ADVISES THAT THERE ARE NO RPT NO ALTERNATIVE
SOURCES FOR THE REQUIRED AUDIO-VISUAL MATERIALS.

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